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# PHOTOGRAPHIC INTERPRETATION REPORT

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## VITAL RECORDS COPY

## SOUTHEAST ASIA ACTIVITY REPORT

## SELECTED TRANSPORTATION AND INFILTRATION COMPENDIUM

NPIC/R-92/67

MAY 1967

SUMMARY NO 47

## ROAD STUDY, ROUTE 96, LAOS

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## PREFACE

This report is a summary of selected information on transportation and infiltration activity in southeast Asia as reported by NPIC during the period indicated on the cover. Those lines of communication and associated facilities which support communist insurgency in Laos and South Vietnam are emphasized.

Items are numbered and arranged according to location from north to south. Annotated maps of varying scales have been included to assist the reader in locating the items. Each large-scale map depicts all motorable roads photographically confirmed by NPIC unless otherwise indicated.

Missions, mission dates, frames, and NPIC cable and briefing board references are listed after each item, as appropriate.

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ROAD STUDY, ROUTE 96, LAOS

Route 96, a 118.5 km road segment through the mountainous terrain of the southeastern Laotian Panhandle, is the final motorable link in the Communist logistics network connecting North and South Vietnam. First observed under construction between Ban Bac and Chavane in [REDACTED] the road was rapidly extended -- and made serviceable -- to within 9.5 km of the Tri-Border Area by [REDACTED]. Since the terminal east-west segment was subsequently designated "Route 110", Route 96 currently extends approximately 118.5 km between 15-50N 106-49E and 14-37N 107-24E, including 8 km of common alignment with Route 110 (officially designated "Route 96/110").

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A single lane, natural surface road, [REDACTED] Route 96 traverses, in north-south order, sandstone, basalt, and granite-based terrain. The soil type in the area is predominantly clayey silt, and vegetation consists of dense evergreen forests with the exception of the large stream valleys where grass, bamboo and scrub abound. No bridges have been constructed along the route, but one or more fords/ferry crossings have been established at the Houay Emon, Se Kaman and Dak Xou rivers (Figures 11, 16 and 20).

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After reaching its peak of trafficability in the [REDACTED] the road proved extremely vulnerable to monsoon rains and was eventually closed to vehicles by [REDACTED] (Figures 1, 2 and 3). No attempt was made to repair the numerous landslides and interdictions until [REDACTED] and the road was not again observed completely serviceable until [REDACTED]. The supply route had been opened a month earlier, however, by utilizing the segment of the Se Kong (river) between Ban Bac and Route 964.

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Comparable photography seems to indicate an overall reduction in vehicular activity [REDACTED]. Although Route 110 has a 30 percent greater concentration of identified facilities (see Summary 39, Road Study), there

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The alignment of Route 96 as presented on the accompanying maps has been derived from stereoscopic photographic interpretation and is as correct as possible within the limitations of available topographic detail.

The UTM coordinates and composition of each of the 28 identified facilities follow:

- 25X1D 1. Reactivated Truck Parks, [REDACTED] 2 single parking lanes.
- 25X1D 2. Reactivated Rest and Refuel Area, [REDACTED] single parking lane (probable bivouac area [REDACTED]).
- 25X1D 3. Truck Park/Rest and Refuel Area, [REDACTED] single parking lane with turning loop (Figure 4).

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ROUTE 92

ROUTE 924

ROUTE 923

BAN BAC

ROUTE 96

ROUTE 964

(SEE MAP, PAGE 5)

CHAVANE

ROUTE 165

SOUTH VIETNAM

LAOS

SE KONG  
(RIVER)

ROUTE 16

ATTOPEU

ROUTE 110

ROUTE 96

ROUTE 96/100

ROUTE 110

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SERIES JOG(A) 1501  
SHEETS NO. 48-8, 48-9  
2ND EDITION 1965  
SCALE 1:250,000

(SEE MAP, PAGE 9)

4. Probable Rest and Refuel Area, [REDACTED] single parking lane with turning loop (Figure 5). 25X1D
5. Probable Storage/Support Area, centered on [REDACTED] row crops, 3 partially concealed buildings (Figure 6). 25X1D
6. Truck Park, [REDACTED] several short parking lanes (Figure 8). 25X1D
7. Probable Storage/Support Area, bounded by [REDACTED] 21 dispersed buildings, possible defense positions, and heavy ground scarring (Figure 7). 25X1D
8. Truck Park, centered on [REDACTED] arc-shaped parking lane (Figure 9). 25X1D
9. Truck Park, [REDACTED] L-shaped parking lane (Figure 10). 25X1D
10. Truck Park, [REDACTED] single parking lane (Figure 10). 25X1D
11. Truck Park, [REDACTED] single parking lane with pull-off immediately south. 25X1D
12. Reactivated Truck Park, [REDACTED] single parking lane (Figure 12). 25X1D
13. [REDACTED] 25X1D
14. Probable Storage/Support Area, bounded by [REDACTED] 2 access roads, numerous suspect buildings, and heavy ground scarring. 25X1D
15. Suspect Military Base Area, bounded by [REDACTED] and [REDACTED] extensive road network and heavy ground scarring. 25X1D
16. Truck Park, [REDACTED] single parking lane. 25X1D
17. Probable Storage/Support Area, bounded by [REDACTED] 20 dispersed buildings, abandoned village, row crops and an extensive trail network (Figure 13). 25X1D
18. Truck Park, [REDACTED] single parking lane (Figure 14). 25X1D
19. Probable Rest and Refuel Area, bounded by [REDACTED] 2 access roads, extensive trails and ground scarring. 25X1D
20. Probable Rest and Refuel Area, bounded by [REDACTED] 4 access roads, at least 4 buildings, extensive trails and ground scarring. 25X1D
21. Probable Rest and Refuel Area, bounded by [REDACTED] 2 access roads, numerous possible buildings, extensive trails, and ground scarring. 25X1D
22. Truck Park, centered on [REDACTED] small arc-shaped parking lane (Figure 17). 25X1D
23. Truck Park, centered on [REDACTED] large looped parking lane with crossover (Figure 17). 25X1D
24. Probable Support Area, [REDACTED] concentration of row crop-type agriculture (Figure 15). 25X1D
25. Truck Park, [REDACTED] single parking lane. 25X1D
26. Truck Park, [REDACTED] single parking lane. 25X1D
27. Truck Park, [REDACTED] single parking lane (Figure 18). 25X1D
28. Truck Park, [REDACTED] single parking lane (Figure 19). 25X1D

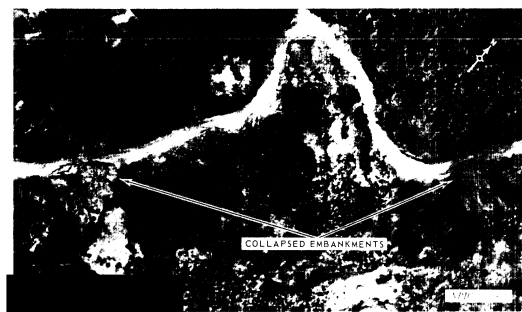
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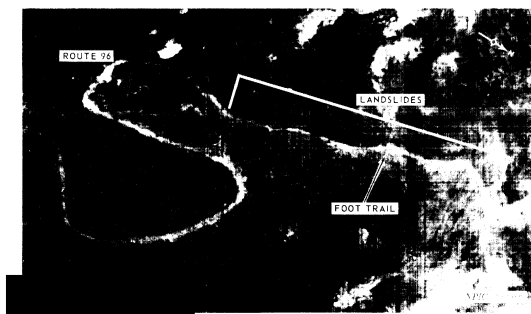
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FIGURE 1. ROAD CONDITIONS ON ROUTE 96, LACS

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FIGURE 2. ROAD CONDITIONS ON ROUTE 96, LACS

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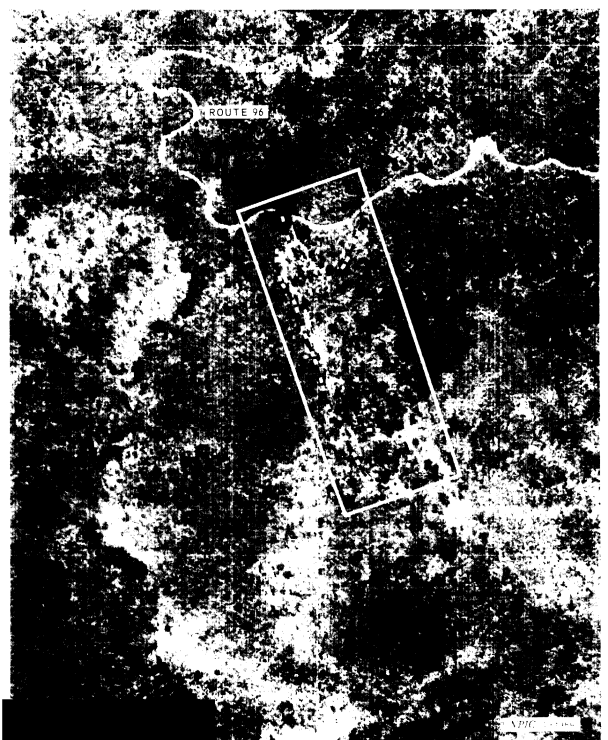
FIGURE 3. ROAD CONDITIONS ON ROUTE 96, LAOS

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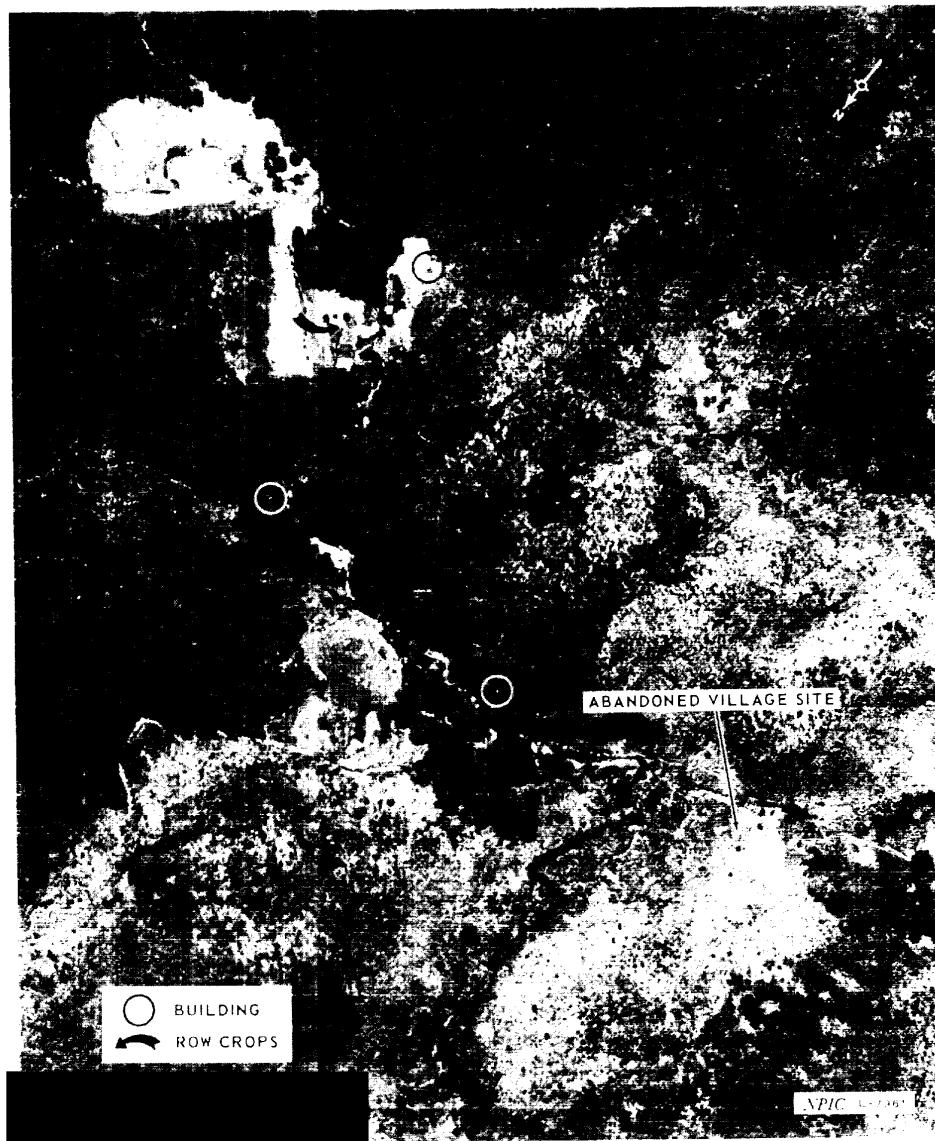


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FIGURE 4. TRUCK PARK REST AND REFUEL AREA, ROUTE 96, LAOS



FIGURE 5. REACTIVATED TRUCK PARK/REST AND REFUEL AREA, ROUTE 96, LAOS



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FIGURE 6. PK. BABLE STORAGE SUPPORT AREA, ROUTE 96, LAOS

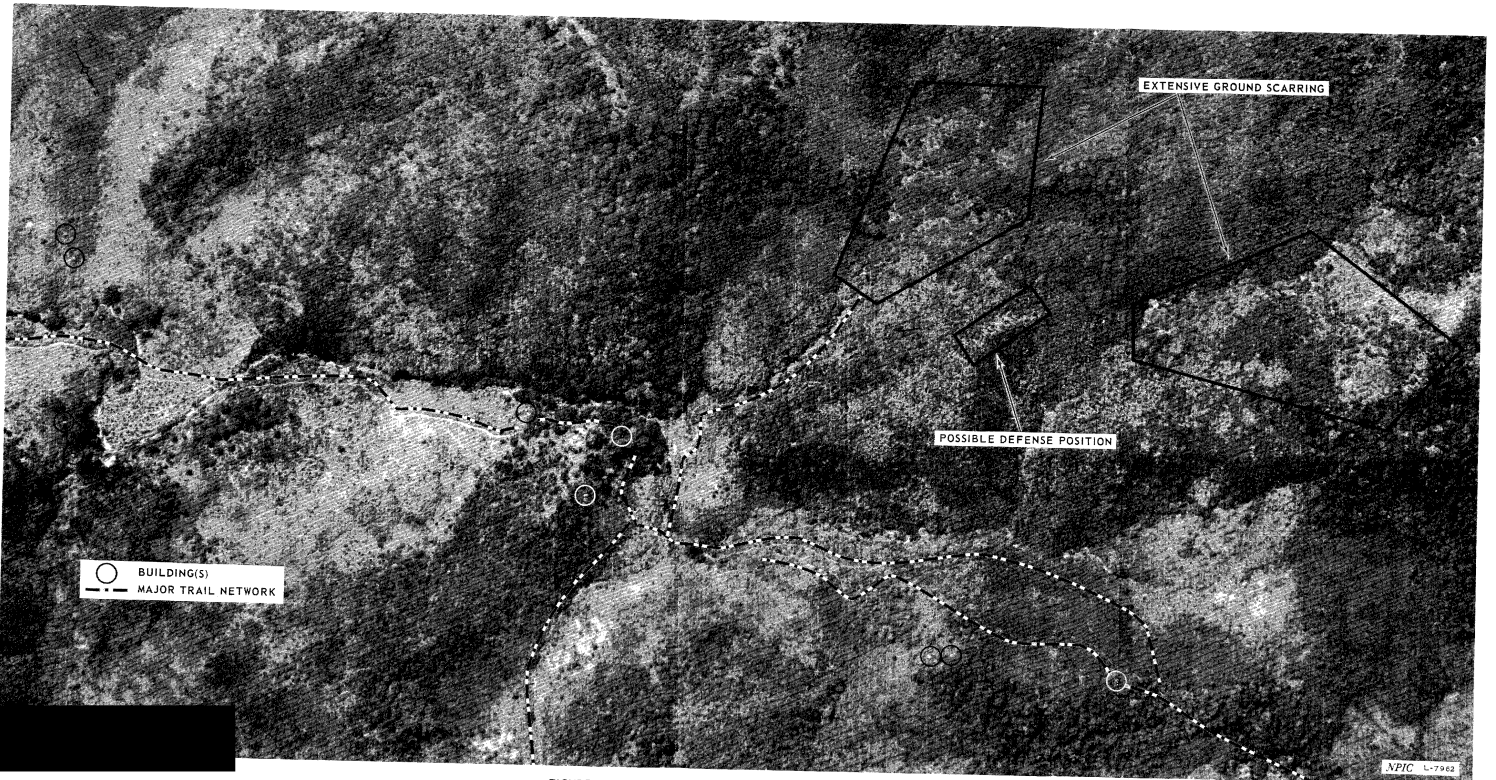
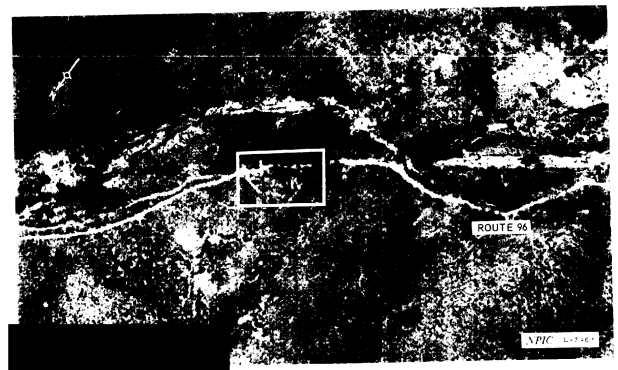


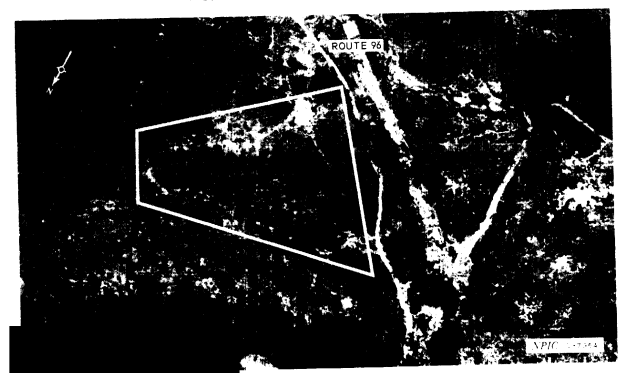
FIGURE 7. PROBABLE STORAGE/SUPPORT AREA, ROUTE 96, LAOS

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FIGURE 8. TRUCK PARK, ROUTE 96, LAOS



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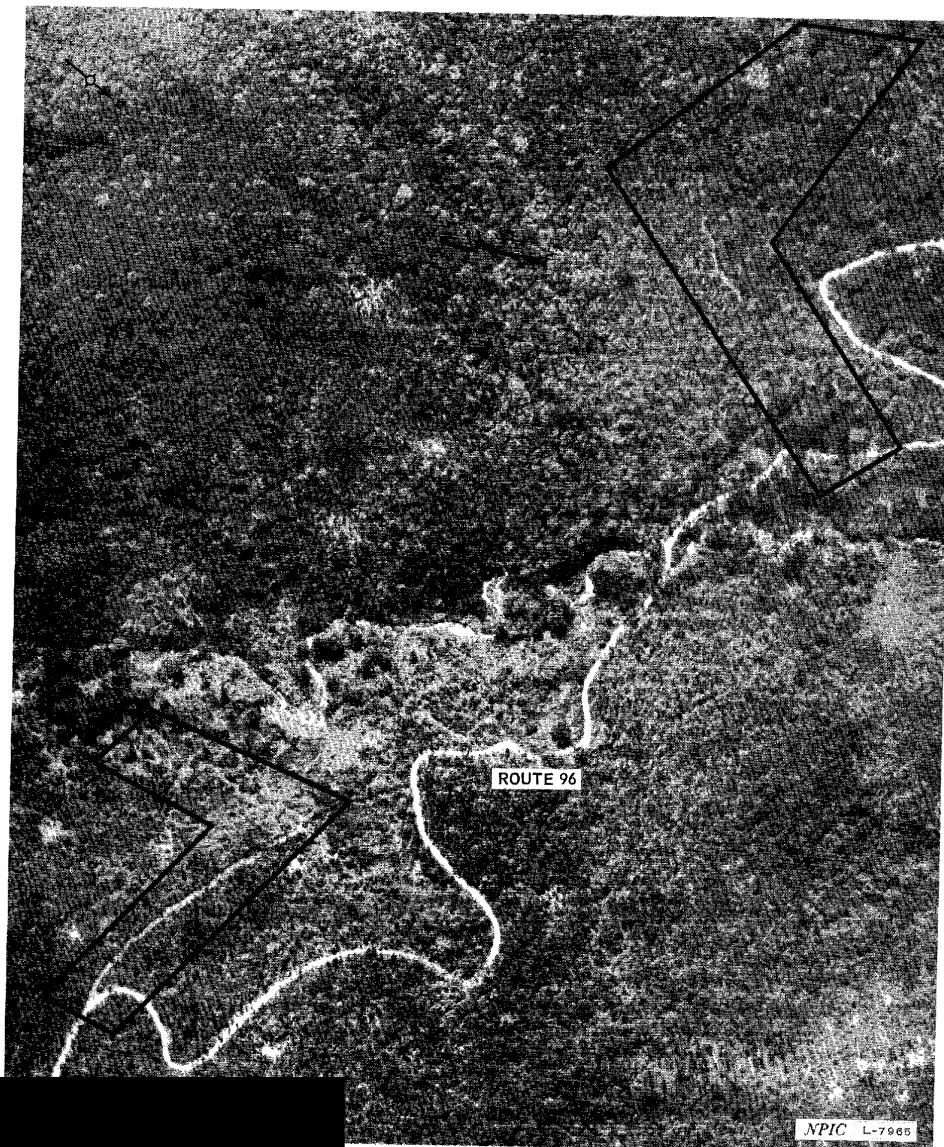
FIGURE 9. TRUCK PARK, ROUTE 96, LAOS

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FIGURE 10. TRUCK PARKS, ROUTE 96, LAOS

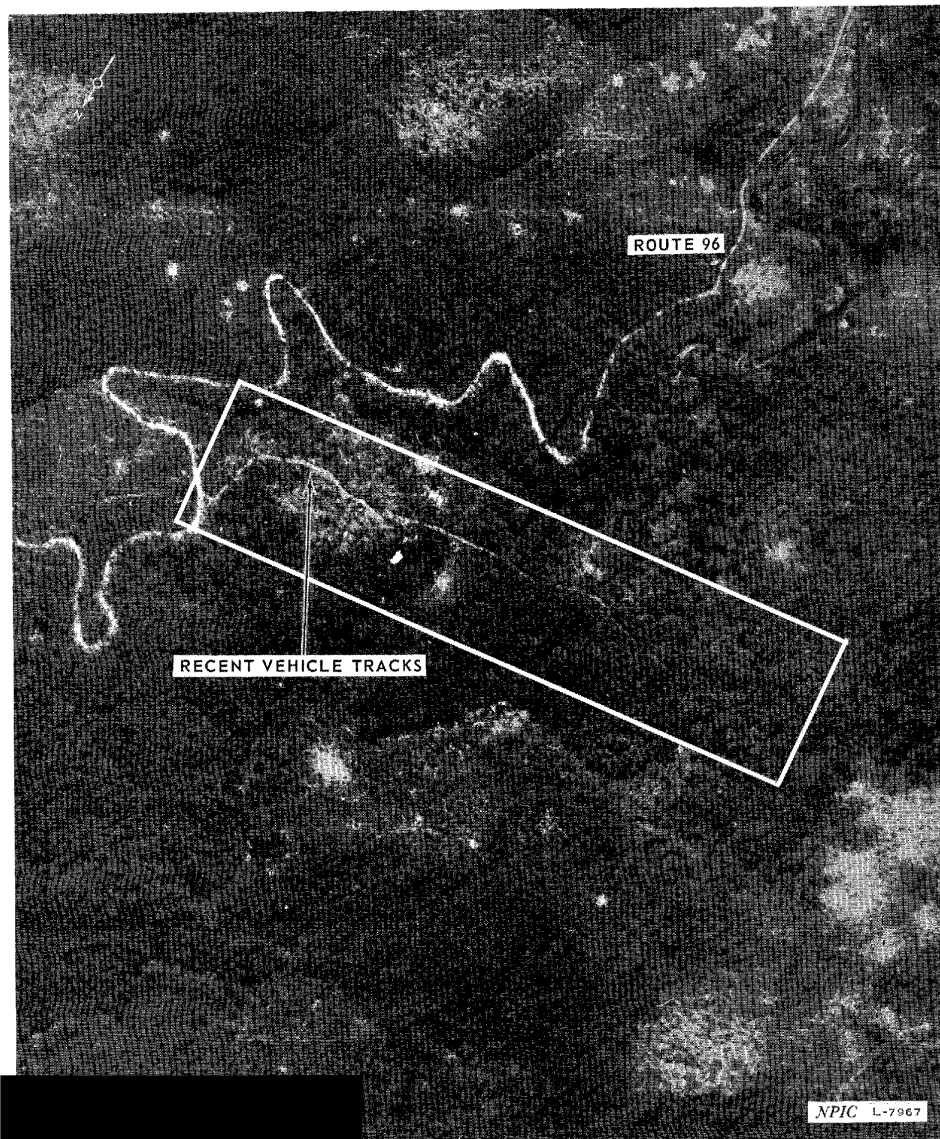
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FIGURE 11. ROUTE 96 FORD, HOUAY EMUN (STREAM), LAOS



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FIGURE 12. REACTIVATED TRUCK PARK, ROUTE 96, LAOS

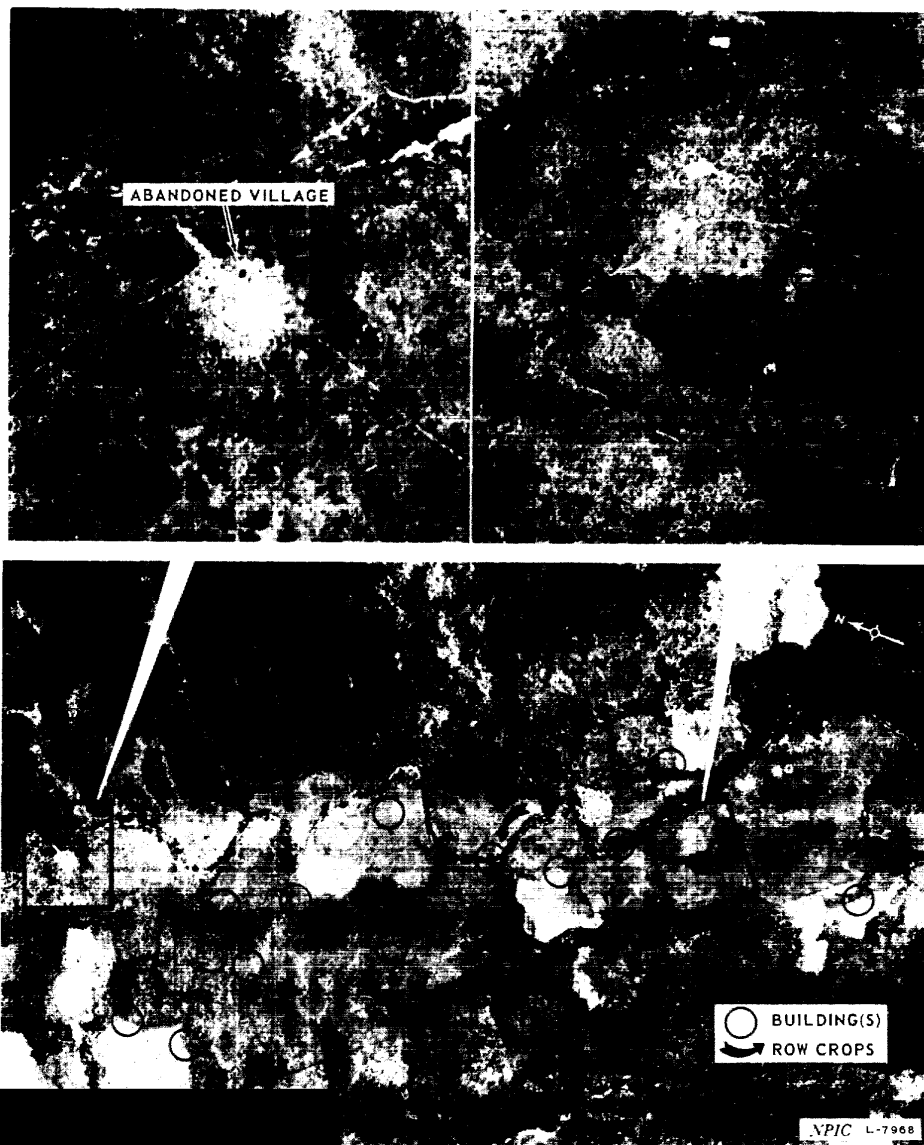
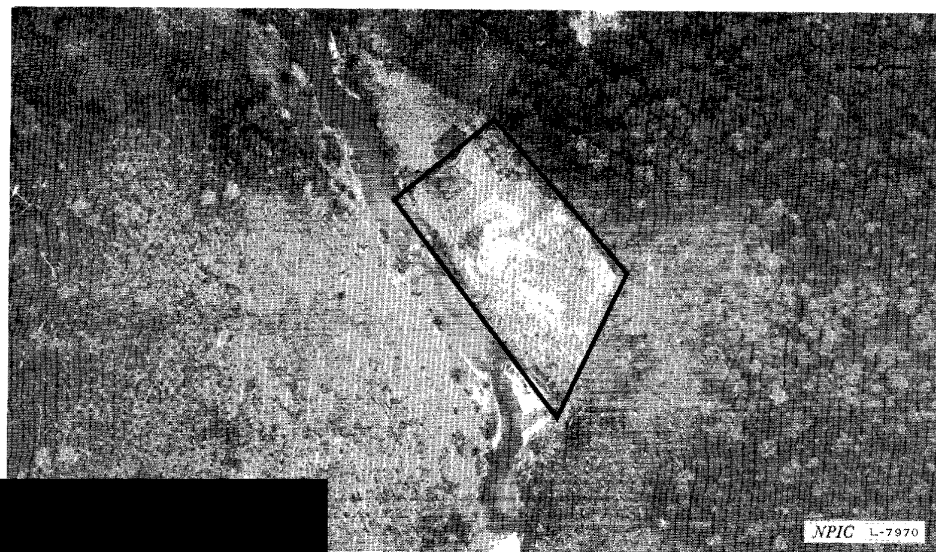


FIGURE 13. PROBABLE STORAGE/SUPPORT AREA, ROUTE 96, LAOS



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FIGURE 14. TRUCK PARK, ROUTE 96, LAOS



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FIGURE 15. PROBABLE SUPPORT AREA, DAK XOU (RIVER), LAOS

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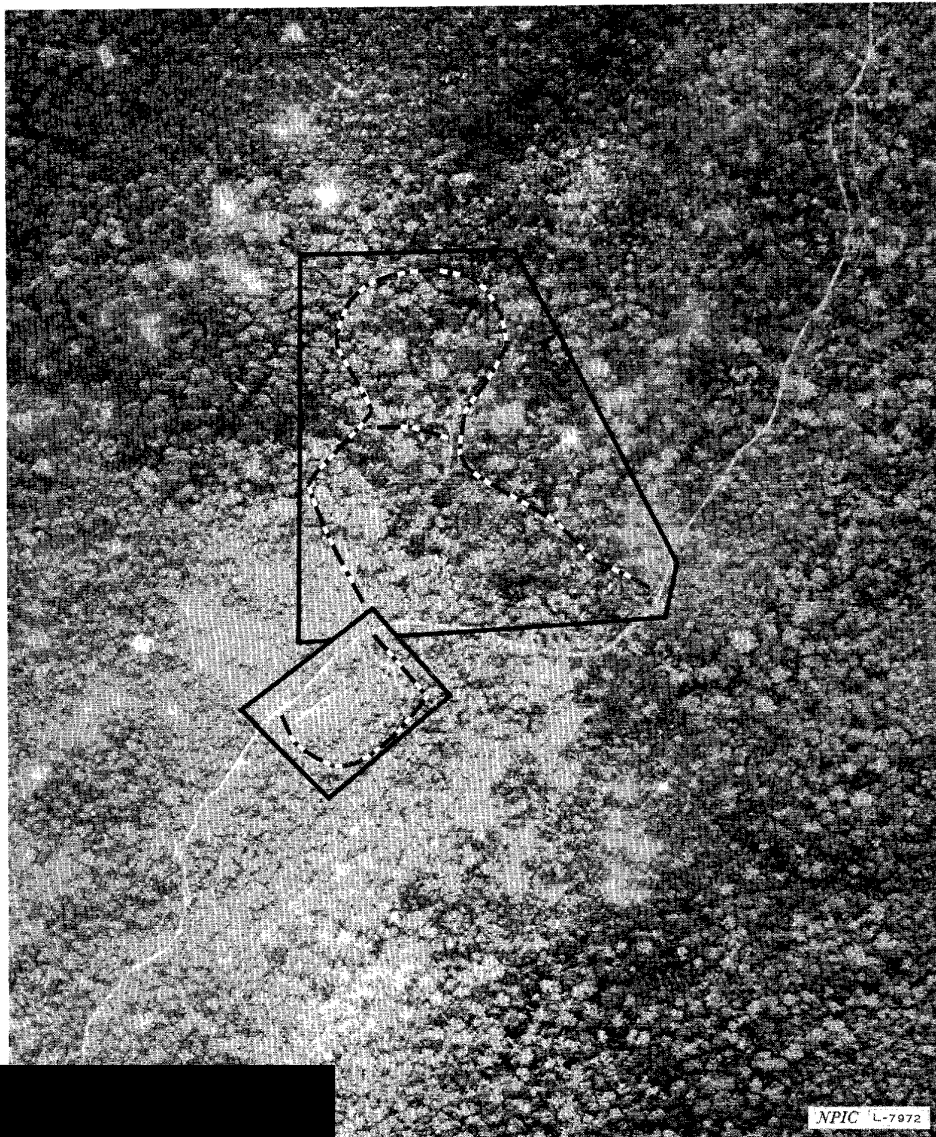
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FIGURE 16. ROUTE 96 RIVER CROSSING, SE KAMAN (RIVER), LAOS

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FIGURE 17. TRUCK PARKS, ROUTE 96, LAOS

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FIGURE 18. TRUCK PARK, ROUTE 96 '110, LAOS

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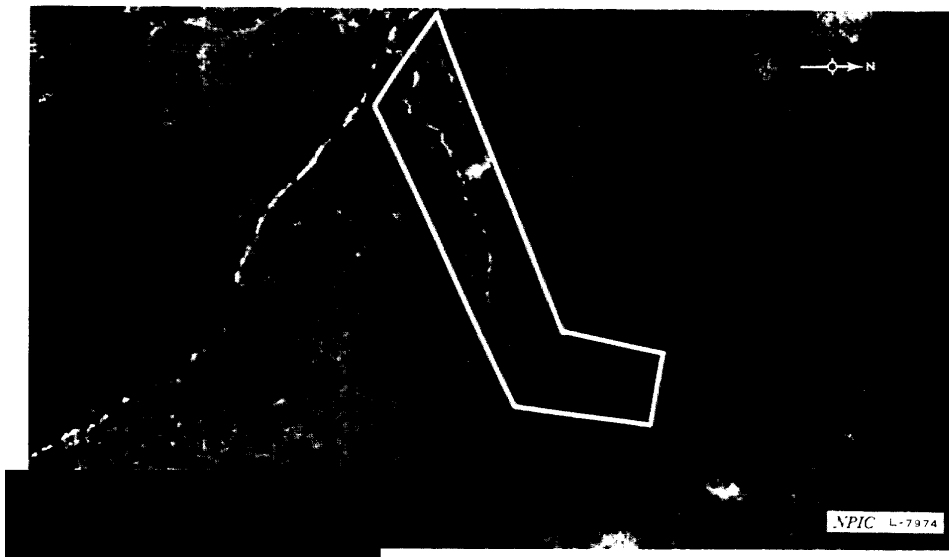
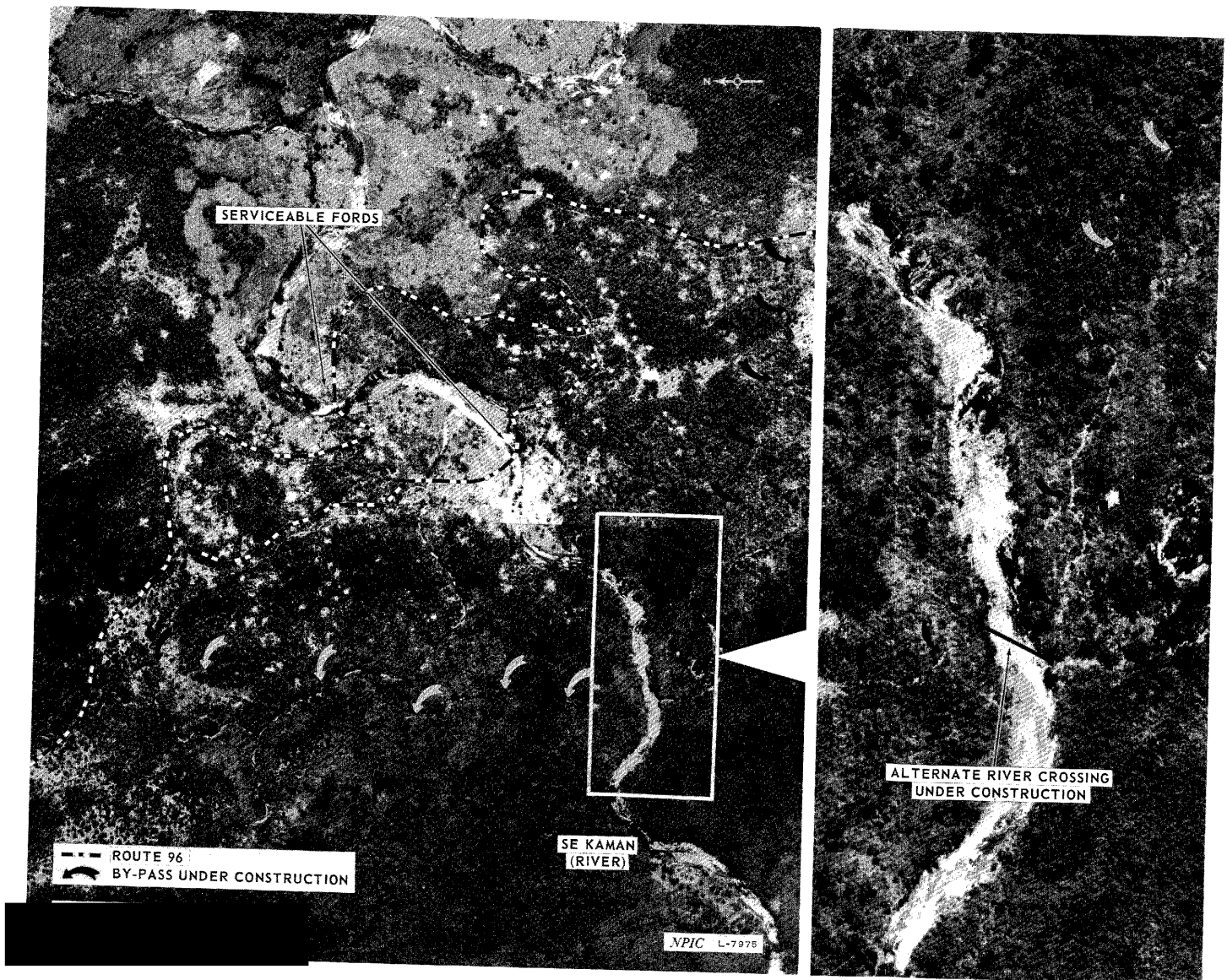


FIGURE 19. TRUCK PARK, ROUTE 96 '110, LAOS

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FIGURE 20. ROUTE 96 ALTERNATE RIVER CROSSING UNDER CONSTRUCTION, SE KAMAN (RIVER), LAOS

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